

## CAPSULE SUMMARY

CT-1348

Carpenter Barns

5095 Plum Point Road

Huntingtown, Calvert County, Maryland

c. 1850, c. 1930s

Private

The Carpenter Barns are located northeast of the intersection of Wilson Road and Plum Point Road. A gravel trace, the original curve of Plum Point Road, is to the east and continues north to provide access to three Carpenter Tenant Houses (CT-1347). The barns are set back from Plum Point Road approximately 20 feet, and are surrounded to the west and north by a forest. The land slopes and rolls to the east towards the Chesapeake Bay and Plum Point. There is a small agricultural field to the east of the barns with additional fields across the street to the south of Plum Point Road. The Carpenter Barns are located on the Evelyn B. Carpenter Farm or Belcar, established in 1879. The two barns are located to the northwest of the main house at the northwest corner of the Carpenter land holdings. The "North" barn is the older barn, constructed in the mid-to-late nineteenth century. It is set back the farthest from Plum Point Road and closer to the original Plum Point trace. The "South" barn was built in the early-to-mid twentieth century and is set back slightly from Plum Point Road and is farther west from the gravel road.

The Carpenter Barns are significant architecturally, as examples of both the nineteenth and twentieth century tobacco barns. Tobacco barns are rapidly vanishing from the Calvert County landscape and both Carpenter Barns are typical representations of a gambrel-roofed barn with one shed-roof wing and a front-gable roofed barn with two shed-roof wings. Tobacco farming is significant to Calvert County and the history of Maryland and the Carpenter Barns exemplify their farm's role in agriculture. The Barns are part of the larger Evelyn, B. Carpenter Farm, Belcar, which is significant in architecture for its vernacular Victorian farmhouse, in social history for its role in tenant farming, and as a recreational location.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CT-1348

### 1. Name of Property (indicate preferred name)

historic Carpenter Barns (preferred)  
other Evelyn B. Carpenter Farm (Bellcar), 5095 Plum Point Road

### 2. Location

street and number 5095 Plum Point Road not for publication  
city, town Huntingtown vicinity  
county Calvert County

### 3. Owner of Property (give names and mailing addresses of all owners)

name Anne C. Jones, Louise C. Rymer, Frank A II and Kay Diane Moore  
street and number 4731 Angelica Drive telephone  
city, town Huntingtown state MD zip code 20639-9294

### 4. Location of Legal Description

courthouse, registry of deeds, etc. Calvert County Courthouse liber BJS 1024 folio 142  
city, town Prince Frederick tax map 19 tax parcel 21 tax ID number 003139

### 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District  
☐ Contributing Resource in Local Historic District  
☐ Determined Eligible for the National Register/Maryland Register  
☐ Determined Ineligible for the National Register/Maryland Register  
☐ Recorded by HABS/HAER  
☐ Historic Structure Report or Research Report at MHT  
☐ Other: \_\_\_\_\_

### 6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> agriculture	Contributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	2
<input type="checkbox"/> site		<input type="checkbox"/> defense	
<input type="checkbox"/> object		<input type="checkbox"/> domestic	
		<input type="checkbox"/> education	
		<input type="checkbox"/> funerary	
		<input type="checkbox"/> government	2
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	0
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Total

Number of Contributing Resources previously listed in the Inventory

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## 7. Description

Inventory No. CT-1348

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### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> altered

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Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

### SUMMARY

The Carpenter Barns are located northeast of the intersection of Wilson Road and Plum Point Road. Foliage obscures the visibility of the barns from the intersection; they are most visible from the east. A gravel trace, the original Plum Point Road, is to the east and continues north to provide access to three Carpenter Tenant Houses (CT-1347). The barns are set back from Plum Point Road, approximately 20 feet, and are surrounded to the west and north by a forest. The land slopes and rolls to the east towards the Chesapeake Bay and Plum Point. There is a small agricultural field to the east of the barns with additional fields across the street to the south of Plum Point Road. The Carpenter Barns are located on a larger parcel, (Tax Map 19, Parcel 21) the Evelyn B. Carpenter Farm or Belcar, established in 1879. The barns are located to the northwest of the main house at the northwest corner of the Carpenter property.

### DESCRIPTION

There are two barns on the northwest portion of the Carpenter property. The "North" barn is the older barn, constructed in the mid-to-late nineteenth century. It is set back the farthest from Plum Point Road and closer to the original Plum Point gravel road. The "South" barn was built in the early-to-mid twentieth century and is set back slightly from Plum Point Road and is farther west from the gravel road.

#### North Barn

The "North" tobacco barn has a steeply pitched, front-gable roof with two shed-roof wings on the east and west elevations. The barn construction and layout date from 1830 to 1900. The roof is both standing seam and corrugated metal due to replacements; some areas of the roof are rusting. The exterior is clad in rough-hewn, vertical planks that have spaces between the boards. The planks are affixed with wire cut nails. Some of the planks are replacements with the north elevation's gable end having the most extensive deterioration of all the elevations.

The two shed-roof wings widen the barn to four bays. Drying poles and framing separate the interior into "rooms" for hanging and drying the tobacco. The barn has narrow doors on each gable-end elevation as well as the south and north elevations of the west shed-roof wing. The narrow doors signify that the barn was built before modern, twentieth century farm equipment and larger doors were needed. Each door has a wooden latch to secure the door and wrought-iron hinges.

Alterations have been made to the original building over the course of its use as a tobacco barn. One alteration is the insertion of two modern, vertical plank ventilation doors with hinges on the south façade. Ventilation doors are typically features of twentieth century tobacco barns and typically are found on each elevation. Another modern change is an altered southeast wall on the south façade. This exterior wall was cut, most likely in order to store modern farm equipment in the barn that would not otherwise fit.

## 8. Significance

Inventory No. CT-1348

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

### Specific dates

### Architect/Builder

**Construction dates** "North" Barn circa 1850s, "South" Barn circa 1930s

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### SUMMARY

Calvert County encompasses a narrow piece of land between the Chesapeake Bay to the east, and the Patuxent River to the west and south. It is surrounded by water on all sides except to the north where it adjoins Anne Arundel County. Calvert County is the smallest of the five counties of Southern Maryland and fourth oldest in Maryland.<sup>1</sup> Although the County once stretched to the headwaters of the Patuxent River in modern-day Frederick County, it now measures only 218 square miles, making it the smallest of all Maryland counties. High cliffs characterize Calvert County's bay side shoreline. Conversely, the numerous creeks along the Patuxent River facilitated maritime traffic, servicing the County's richest agricultural lands.

Wilson Road runs parallel to the Chesapeake Bay and is bound to the north by Plum Point Road and to the south by Emmanuel Church Road. Huntingtown and Prince Frederick are the two largest towns in close proximity. The Carpenter Barns are located on a stretch of road between the Wilson Road and Plum Point Road intersection to the north and the Wilson Road and Emmanuel Church Road intersection to the south.

Ornate and modest twentieth century homesteads, tobacco barns, farm outbuildings, and tenant houses are linked by Wilson Road, which has been a prominent local thoroughfare since the mid-nineteenth century. Other significant landscape features along Wilson Road in the mid-nineteenth century include a steamship landing, a wharf and a windmill located at Plum Point.<sup>2</sup> Dunn Road is the only other road that dates to the mid-nineteenth century. Dunn Road branches off Wilson Road and originally extended all the way east to the Bay and as far west as the Freeland properties.<sup>3</sup> Today, Dunn Road ends at Suit's Chance, a farm in a County Agricultural Preservation District.<sup>4</sup> In historic maps dating to the mid-nineteenth century, many large farm properties stand along Wilson Road including Letchworth's Chance (CT-25), the Ireland Farm (CT-26), the Owen H. Jones

<sup>1</sup> Stein, Charles Francis. "A History of Calvert County." Schneidereith & Sons: Baltimore, 1977: 1.

<sup>2</sup> 1865 Martenet Atlas of Maryland.

<sup>3</sup> Morris Suit Interview. Oral History Interview with Amy Bolasky Skinner for Wilson Road Historic Context Study, 10 March 2009.

<sup>4</sup> Morris Suit Interview.

## 9. Major Bibliographical References

Inventory No. CT-1348

- Carpenter, Evelyn B. "A History of Carpenter's Beach." Calvert County Marine Museum: Unpublished manuscript, 1984.
- Dames & Moore, "Historic Sites Context Study and National Register Evaluation." The Calvert County Historic District Commission, 1995.
- Eshelman & Associates, "Calvert County Steamboat Wharves and Landings: Architectural Level Survey and Inventory." The Calvert County Historic District Commission, 1996.
- Morris Suit Interview. Oral History Interview with Amy Bolasky Skinner for Wilson Road Historic Context Study, 10 March 2009.
- Kulikoff, Allan, "Tobacco and Slaves." University of North Carolina: Chapel Hill, 1986.
- Stein, Charles Francis. "A History of Calvert County." Schneidereith & Sons: Baltimore, 1977.
- "Tobacco Barns: Calvert County Maryland." Pamphlet. Calvert County Historic District Commission, 1991.

## 10. Geographical Data

Acreage of surveyed property	0.484 acres	
Acreage of historical setting	61.93 acres	
Quadrangle name	Prince Frederick	Quadrangle scale: 1:24,000

### Verbal boundary description and justification

The Carpenter Barns are located on the north side of Plum Point Road at the intersection with Wilson Road. The Carpenter Barns are bound by Parcel 73, Letchworth's Chance, to the north and northwest, Wilson Road to the southwest, Plum Point Road to the south, and Ridge Road to the east. The Carpenter Barns are located on the larger Carpenter property known as Belcar (Tax Map 19, Parcel 21). Historically, Plum Point Road curved around the Barns to the northeast. After Plum Point Road was improved in the mid-twentieth century the Barns became separated by the 'new' Plum Point Road from the larger Carpenter farm parcel.

## 11. Form Prepared by

name/title	Amy Bolasky Skinner, Architectural Historian		
organization	The Ottery Group	date	August 6 <sup>th</sup> 2009
street & number	3420 Morningwood Drive, Suite 100	telephone	301.562.1975
city or town	Olney	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CT-1348

Name Carpenter Barns  
**Continuation Sheet**

Number 7 Page 1

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### South Barn

The "South" tobacco barn has a steeply pitched, gambrel-roof with one shed-roof wing on the west elevation. The "South" barn is a more typical example of twentieth century barns in Calvert County with its asymmetrical roof and ventilation doors. The barn has a metal standing seam gambrel-roof. The exterior is clad in machine-cut, vertical planks that are not flush with one another and vary in width. The planks are affixed with wire cut nails. The east and west elevations have many vertical plank ventilation doors affixed with hinges to the elevation. The south and north, gambrel-front elevations have a four ventilation doors on each elevation.

The barn has a concrete foundation and a concrete "room" in the southeast corner of the barn. The room has three, original six-pane, metal awning windows. There is no longer glazing in the windows. This room was used for stripping tobacco once it was dry. There is one narrow door in each of the north and south elevations; the doors are secured with a wooden latch. There is a wide, wooden double-door with hinges on the east elevation and west elevation.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CT-1348

Name Carpenter Barns  
Continuation Sheet

Number 8 Page 1

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Farm (CT-476), the Baden-Anderson Farm (CT-27), and a modest side-parlor house known as the Plank House (CT-257).<sup>5</sup>

The Wilson Road area can be found on maps dating to the seventeenth century. Augustine Hermann placed Plum Point on his map in 1675, and depicted a number of plantations along the shores of the Chesapeake Bay and the Patuxent River. Later, in the mid-nineteenth century, the Martenet map shows Plum Point in excellent detail. In 1892, the United States Geological Survey depicts Plum Point and Wilson Road, and subsequent modifications to this map by the USGS reveals various changes on the landscape, including the addition to new structures and the alteration of roadways, including Plum Point Road. For example the 1910 USGS Topographic Map shows three improved roads extending east from Wilson Road toward the Bay.<sup>6</sup> The northernmost road is Patience Place. The Ireland family farmstead (CT-26) is located along this road. Although the property and buildings were visible in the mid-nineteenth century, Patience Place does not appear mapped until about the early-twentieth century.<sup>7</sup> The next road to the south is Angelica Drive. The Owen H. Jones family farm (CT-476) is located at the end of this road. The Owen H. Jones farm can trace its roots to the Hance and Wilson families back to the mid-nineteenth century. The southernmost road is Camp Kaufmann Road. The Agnes Buckler House (CT-478), visible on the 1910 topographic map, is located at the end of Camp Kaufmann Road on a dirt trace.

The most significant change to the area occurs in the mid-twentieth century. The 1932 US Geological Survey Topographical Map shows subdivisions and new roads along Wilson Road as Calvert County connects with surrounding counties.<sup>8</sup> Letchworth's Chance (CT-25) is subdivided and the Neeld Estates appears with many private properties clustered along the Bay's shoreline. Additionally, on this map Dunn Road no longer connects to Stinnett Road. Since the 1930s Dunn Road has only been accessible from Wilson Road. A new road, branches east off Wilson Road, south of Patience Place. Paul Hance Road is the location of the original Paul Hance House (CT-474) as well as the former H. Oscar Bowen House (CT-473). Although they no are longer standing, both properties were visible in the mid-nineteenth century.

The last major alteration to the roads connecting to Wilson Road was documented in the 1939 Topographic Map surveyed by the US Department of Agriculture and also appears on the current Topographic Map for Wilson Road.<sup>9</sup> The map shows the original northern curvature of Plum Point Road; however, it also

<sup>5</sup> A.D. Bache, United States Coast Survey, Western Shore of Chesapeake Bay, 1847. Available at the Calvert Marine Museum.

<sup>6</sup> Topographic Map of Prince Frederick, Maryland Quadrangle, United States Geological Survey, 1900. Available at the Calvert Marine Museum.

<sup>7</sup> Topographic Map of Prince Frederick, Maryland Quadrangle, United States Geological Survey, 1900. Available at the Calvert Marine Museum.

<sup>8</sup> Topographic Map of Prince Frederick, Maryland Quadrangle, United States Geological Survey, 1932. Available at the Calvert Marine Museum.

<sup>9</sup> Topographic Atlas of Maryland Counties of Calvert Charles and St. Mary's, United States Department of Agriculture, Soil Conservation Service, 1939. Available at the Calvert Marine Museum and Topographic Map of Prince Frederick, Maryland Quadrangle, United States Geological Survey, 1993. Available through Terrain Navigator.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CT-1348

Name Carpenter Barns  
Continuation Sheet

Number 8 Page 2

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demonstrates the changed and improved Plum Point Road running due east towards the Bay and the wharf ruins. The modern road takes this path.

The history of the Wilson Road area can be defined by two overarching themes: Agriculture and Transportation. The movement of goods, such as tobacco, was facilitated by water transportation that linked individual plantations to shipping centers in the County and around the Chesapeake Bay. Later, in the eighteenth and nineteenth centuries, the development of inland road networks became essential to the commercial success of Calvert's plantations.

Water transportation had always been the most effective means for shipping and receiving goods throughout Calvert County. Until the twentieth century roads in Calvert County were rural and unimproved; steamships took goods to places like Baltimore to be sold or shipped overseas. "The creation of regular commercial and passenger service on the Bay helped boost the local economy. The most successful of the early attempts to create a regular shipping line in Calvert County was established by Captain George Weems in 1817. The Weems Steamship Line was the principal carrier between the Port of Baltimore and southern Maryland."<sup>10</sup>

In the Wilson Road vicinity there was a wharf at Plum Point. The first wharf at Plum Point was located 250 to 300 feet north of the present Plum Point Road. It was relocated further south in 1893 and rebuilt three quarters of a mile long, "L-shaped" and one of the longest on the Chesapeake Bay. The location of the wharf was one catalyst for development along Wilson Road. Areas around the wharf became gathering places where locals could watch the ships load and use the private beaches. Some families allowed the public to park on their land while others created private beach cottages for rent.<sup>11</sup> The Wilson Store (later the Dixon Store) was a combined store and post office often frequented by locals and visitors alike. Plum Point was a bustling area along Wilson Road until August of 1933 when a hurricane devastated the farms and the crop along Wilson Road. The hurricane demolished the warehouse as well as most of the pier.

Wilson Road's association with agriculture can be seen in the landscape and found in the local relationships of residents. One result of the reliance on tobacco is seen in the area of Calvert County along the Bay, notably a lack of central towns, as well as "the significant role that elite planters had in the political and social life in the community, and the complex interrelationships between the various classes and races living together within the community."<sup>12</sup> Wilson Road, an example of the broader characterization of Calvert County, was a prime location for tobacco farming, a "combination of favorable soil and topography, good river transportation and fortunate economic considerations contributed to Calvert County's being overwhelmingly agricultural from its

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<sup>10</sup> Dames & Moore, "Historic Sites Context Study and National Register Evaluation." The Calvert County Historic District Commission, 1995:4 and Stein 1977:169.

<sup>11</sup> Eshelman & Associates, "Calvert County Steamboat Wharves and Landings: Architectural Level Survey and Inventory." The Calvert County Historic District Commission, 1996 and Carpenter, Evelyn B. "A History of Carpenter's Beach." Calvert County Marine Museum: Unpublished manuscript, 1984.

<sup>12</sup> Kulikoff, Allan, "Tobacco and Slaves." University of North Carolina: Chapel Hill, 1986 and Dames & Moore 1995: 5.



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CT-1348

Name Carpenter Barns  
Continuation Sheet

Number 8 Page 3

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beginning, with tobacco the principal cash crop.”<sup>13</sup> Families settled along Wilson Road to live and grow tobacco. Wilson Road has no town center nearby with the closest town being Huntingtown, 9 miles to the northwest, or Prince Frederick 4.5 miles to the southwest. Being in such close proximity, all the families along Wilson Road socialized with, went to school with, worshipped with and often married one another. Many of the current residents along Wilson Road have surnames such as Bassford (later Carpenter), Wilson, Hance, Jones, Ireland. The expansive layout of family farms along the landscape of Wilson Road highlights the way Calvert County was settled as a result of tobacco farming. Tobacco would remain the chief crop and one of the defining features of the County until well into the late twentieth century.

After World War II with improvements to transportation a “dramatic change to the character and landscape of Calvert County” occurred.<sup>14</sup> The area is now linked to the Washington-Baltimore metropolitan area and real estate prices have increased while demands for tobacco have decreased. With properties along Wilson Road no longer focused on tobacco farming tenants have moved away and dwellings are vacant. Many family homesteads have been subdivided to provide land and houses for current and future generations.

Despite modern changes to Calvert County, the agricultural landscape along Wilson Road is not so altered that one cannot discern the historic character. The Wilson Road area can be characterized as a rural farming community whose origins are firmly rooted in the production of tobacco. From its first settlements at places like Angelica in the 1600s, farming was the primary economic focus that helped establish the community along Wilson Road. In many ways, the community remains largely unaltered, with descendants of nineteenth century settlers still living in the area today, namely the Degges at Letchworth’s Chance (CT-25), the Carpenter’s at Bellcar (CT-472), the Ireland farm (CT-26), the Hance’s at Paul Hance Farm (CT-474), the Hance/Jones’ at Owen H. Jones Farm (CT-476), and the Buckler’s at Agnes H. Buckler Farm (CT-478 and S. Chester Buckler Farm CT-492). These families continue to leave their legacy along the landscape through the buildings, structures, and vistas that have historically characterized Calvert County.

Tobacco became the principal agricultural crop in Calvert County due, in part, to fertile soil conditions and the accessibility to water transportation. Tobacco grew naturally in Calvert County and was used by Native Americans; however, early Colonists cultivated a tobacco plant used by the Spanish in South America, known as Orinoco.<sup>15</sup> Maryland Broadleaf, a hybrid of the local wild tobacco and Orinoco tobacco is “cultivated and cured by methods which the early Colonists developed and became a distinctive type of tobacco in the world market.”<sup>16</sup>

Tobacco farming not only impacted the social networks along Wilson Road, it also had a profound effect on regional architecture. Maryland Broadleaf tobacco is best air-cured; this practice led to the development of a

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<sup>13</sup> Dames & Moore 1995: 4.

<sup>14</sup> Dames & Moore 1995: 17.

<sup>15</sup> Stein, 1977: 46.

<sup>16</sup> Stein, 1977: 46.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CT-1348

Name Carpenter Barns  
Continuation Sheet

Number 8 Page 4

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regional barn type. Tobacco barns specific to this region are "a type of structure in which the board siding of the barn is left with cracks or air spaces to permit the air to circulate, thereby drying and curing the tobacco."<sup>17</sup> Barns were located in the middle of patches of tobacco, conveniently situated to take advantage of passing winds.<sup>18</sup> "Tobacco barns differed from other barns and granaries because they were built to satisfy two basic requirements: to provide a dry and protected building for storing tobacco leaves, and to allow for the circulation of air needed to cure the tobacco. Thus, the strength and durability of construction usually required for barns was modified to provide an open and well-ventilated interior in which to dry the leaves. Long poles spanning the width of the building were hung with tobacco and then set in several tiers."<sup>19</sup>

Barns in Calvert County were constructed during three distinct periods, creating an evolution in the tobacco barn style. The earliest extant tobacco barns in Calvert County (1800-1830) were square in the barn's main section and were built of heavy timbers. "Drying poles separated the interior into 'rooms' and formed the basis of the structural system. The standard barn consisted of four-foot rooms and eight-foot bays, although a system of five-foot rooms and ten-foot bays was common in the eighteenth century."<sup>20</sup> Doorways were narrow, limited to foot traffic, and spanned with large, hand-hewn sills. Sheds for tobacco stripping and storage were commonly added to two, three or four sides.<sup>21</sup>

Between 1830 and 1900, farmers in Calvert County began to construct fairly standardized barns for curing tobacco. These barns are more rectangular than the square barns of the early-nineteenth century and often have only one original shed located on the south side.<sup>22</sup> The roof is usually an asymmetrical gable; there is a door for foot traffic on each long elevation. "On the interior, these barns had four tiers of poles below the plate and three above, with the small top known as the 'cat tier.'"<sup>23</sup> In the Wilson Road vicinity, along Plum Point Road is the North tobacco barn, one of the two Carpenter Barns (CT-1348). The North tobacco barn has a steeply pitched, front-gable roof with two shed-roof wings on the east and west elevations. The barn construction and layout date from 1830 to 1900.

The shift to mechanization on the tobacco farms of Calvert County in the twentieth century is evident in tobacco barn construction of this period. Low barns with doors in the gable ends began to appear; barns became longer structures with single or double aisle plans to provide access for modern farm vehicles. The large door opening now allowed a tractor to be driven through it, which improved efficiency. A specialized room for stripping tobacco is also found within the modern barn's footprint. The room might be heated or made more airtight

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<sup>17</sup> Stein, 1977: 46.

<sup>18</sup> Ranzetta, Kirk E. "The Myth of Agricultural Complacency: Tobacco Barns of St. Mary's County, Maryland 1790-1890." *Building Environments Perspectives in Vernacular Architecture*. Knoxville : The University of Tennessee Press, 2005: 81-96.

<sup>19</sup> Dames & Moore, 1995: 4-5.

<sup>20</sup> Dames & Moore, 1995: 4-5.

<sup>21</sup> "Tobacco Barns: Calvert County Maryland." Pamphlet. Calvert County Historic District Commission, 1991.

<sup>22</sup> "Tobacco Barns: Calvert County Maryland." 1991.

<sup>23</sup> Dames & Moore, 1995: 4-7.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CT-1348

Name Carpenter Barns  
Continuation Sheet

Number 8 Page 5

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(than the rest of the barn) for the comfort of the laborers.<sup>24</sup> The large number of vertical ventilation planks, propped open by hinges suggests a change in the method of ventilation. This new type of barn was often built "60, 80, or 100 feet in length."<sup>25</sup> An example of this type of tobacco barn can be found on the Ireland Farm (CT-26). The barn has a steeply pitched, metal standing seam, front-gable roof. It is a typical example of twentieth century tobacco barns in Calvert County with double aisle plan and interior stripping room. Other examples of twentieth century barns along Wilson Road can be found on the Owen H. Jones Farm (CT-476).

Although many tobacco barn styles can be found throughout Calvert County the most popular barn styles along Wilson Road are the asymmetrical and gambrel types, seen on the Carpenter, Ireland, and Jones Farms.<sup>26</sup> Asymmetrical gable roofs have gable roofs with a lower shed roof wing along the south elevation and are the distinctive feature of many barns built between 1830 and 1900, such as the Carpenter Farm's North barn. The gambrel-roof barn became more popular than previous traditional tobacco barn styles beginning in the 1940s due to the higher interior space provided to cure tobacco.

The Carpenter family has had a long history in Calvert County and along Wilson Road as residents, farmers, and entrepreneurs. The Carpenter family first came to the Colonies in 1636. The family settled in Massachusetts, and later migrated south.<sup>27</sup> Thomas L. Carpenter came to the county in 1874 and married Amelia Bassford, whose family owned land southwest of Plum Point.<sup>28</sup> After his wife's death, Thomas married Amelia's sister, Elizabeth, who was the widow of his neighbor John Hance Wilson. Elizabeth and Thomas had a son, George Oscar Carpenter who married Evelyn Bryant.<sup>29</sup> Evelyn worked as a school teacher at a one-room school house on Plum Point Road before she married Oscar.<sup>30</sup> The couple had three children, Margaret, Louise and Anne who own the property today.

The Carpenters owned extensive property along the east side of Wilson Road, and north along Plum Point Road. Historic maps show that Plum Point Road once ran north of the Carpenter property, and then looped southeast by Letchworth's Chance (the Neeld Estate) and east to Plum Point. Their property included a main house (Bellcar), several barns, three tenant houses, and a number of rental cottages by the beach. The large acreage and the family's ingenuity allowed the Carpenters to take on a variety of incomes.

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<sup>24</sup> Dames & Moore, 1995: 4-7.

<sup>25</sup> Martin, Christopher. Calvert County Tobacco Culture Survey, Phase III-Oral History and Folklife. Engineering Science, Chartered, 1992.

<sup>26</sup> "Tobacco Barns: Calvert County Maryland." 1991. Additional styles include: "Bonnet" Barns result when sheds on both gable ends extend past the barn's face forming a bonnet. This variation occurs in barns built between 1815 and 1880. Decorative elements such as gables, Palladian windows and elaborate doorways were added to some barns at the end of the nineteenth century. Double barns (two barns built side-by-side) share no framing members. They occur between about 1870 and 1940. Ridge vents and other roof ventilations on tobacco barns date to the 20<sup>th</sup> century.

<sup>27</sup> Carpenter Family Vertical Files, Calvert County Historical Society.

<sup>28</sup> Carpenter, Evelyn B.. "History of Carpenters Beach." 1984: 6.

<sup>29</sup> Carpenter, Evelyn B.. "History of Carpenters Beach." 1984: 6.

<sup>30</sup> Carpenter, Evelyn B.. "History of Carpenters Beach." 1984: 7.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CT-1348

Name Carpenter Barns  
Continuation Sheet

Number 8 Page 6

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First and foremost, the Carpenters farmed tobacco and raised cattle. In 1923 Oscar Carpenter took over the tobacco farming from tenants who had allowed the land to become overgrown. Mr. Carpenter taught his daughters about growing tobacco and let them pick up the ground leaves after they had been cut to earn money.<sup>31</sup> The farm also had an apple orchard (where the cottages of Carpenter's Beach were later constructed) and a watermelon patch. Following Oscar's death in 1961, Evelyn continued to run the farm.<sup>32</sup>

The Carpenters had help farming and doing work around the house from tenant farmers. Some of these workers lived in houses on the property. Several of these houses are located on what is now the north side of Plum Point Road. Others lived in dwellings closer to the main house. Evelyn Carpenter recalled Maggie and Manny Reid, who lived on a tenant house near the cottages on the beach that is now a beach cottage.<sup>33</sup> Manny helped with the farming and Maggie helped Mrs. Carpenter in the house.<sup>34</sup> They later moved down to a tenant house on Wilson Road. John Mackall, a family friend who grew up with Oscar, helped around the farm and lived a small dwelling near the well by the main house. When he married, he and his wife Sallie moved into a tenant house built directly behind the Neeld Estate.<sup>35</sup> As Mrs. Carpenter recalled, later residents of that house included Brown and Bernice and William and Jeannette.<sup>36</sup>

In August of 1933 the Wilson Road area was hit by a major hurricane; the devastation to the sale of that years' tobacco crop led the Carpenters to make an important financial decision. The family withdrew their money from the bank and built a rental cottage in the spring of 1936 and several more later that year.<sup>37</sup> Each year after that they built more cottages according to what they could afford and charged \$125-\$150 a season for renters.<sup>38</sup> By 1961, the year Oscar died, they had built 30 cottages.<sup>39</sup> A pool was later added at the north end of the cottages. Carpenter's Beach became a popular summer destination for Marylanders traveling from Washington, D.C., Virginia, Delaware, and Pennsylvania as well as local Wilson Road residents (the Jones). Descendants of the original tenants continue to rent the cottages today, maintaining this small community.

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<sup>31</sup> Carpenter, Evelyn B.. "History of Carpenters Beach." 1984: 8.

<sup>32</sup> Carpenter, Evelyn B.. "History of Carpenters Beach." 1984: 11.

<sup>33</sup> Carpenter, Evelyn B.. "History of Carpenters Beach." 1984: 11. Evelyn Carpenter is not explicit; however, it is believe that the Reid family was African-American.

<sup>34</sup> Carpenter, Evelyn B.. "History of Carpenters Beach." 1984: 11.

<sup>35</sup> Carpenter, Evelyn B.. "History of Carpenters Beach." 1984: 11.

<sup>36</sup> Carpenter, Evelyn B.. "History of Carpenters Beach." 1984: 11. Last names are unknown, but these were most likely African-Americans.

<sup>37</sup> Carpenter, Evelyn B.. "History of Carpenters Beach." 1984: 8.

<sup>38</sup> Carpenter, Evelyn B.. "History of Carpenters Beach." 1984: 8.

<sup>39</sup> Carpenter, Evelyn B.. "History of Carpenters Beach." 1984: 11.



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CT-1348

Name Carpenter Barns  
**Continuation Sheet**

Number 8 Page 7

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### STATEMENT OF SIGNIFICANCE

The Carpenter Barns are significant architecturally, as examples of both the nineteenth and twentieth century tobacco barns. Tobacco barns are rapidly vanishing from the Calvert County landscape and both Carpenter Barns are typical representations of a gambrel-roofed barn with one shed-roof wing and a front-gable roofed barn with two shed-roof wings. Tobacco farming is significant to Calvert County and the history of Maryland and the Carpenter Barns exemplify their farm's role in agriculture. The Barns are part of the larger Evelyn, B. Carpenter Farm, Belcar, which is significant in architecture for its vernacular Victorian farmhouse, in social history for its role in tenant farming, and as a recreational location.



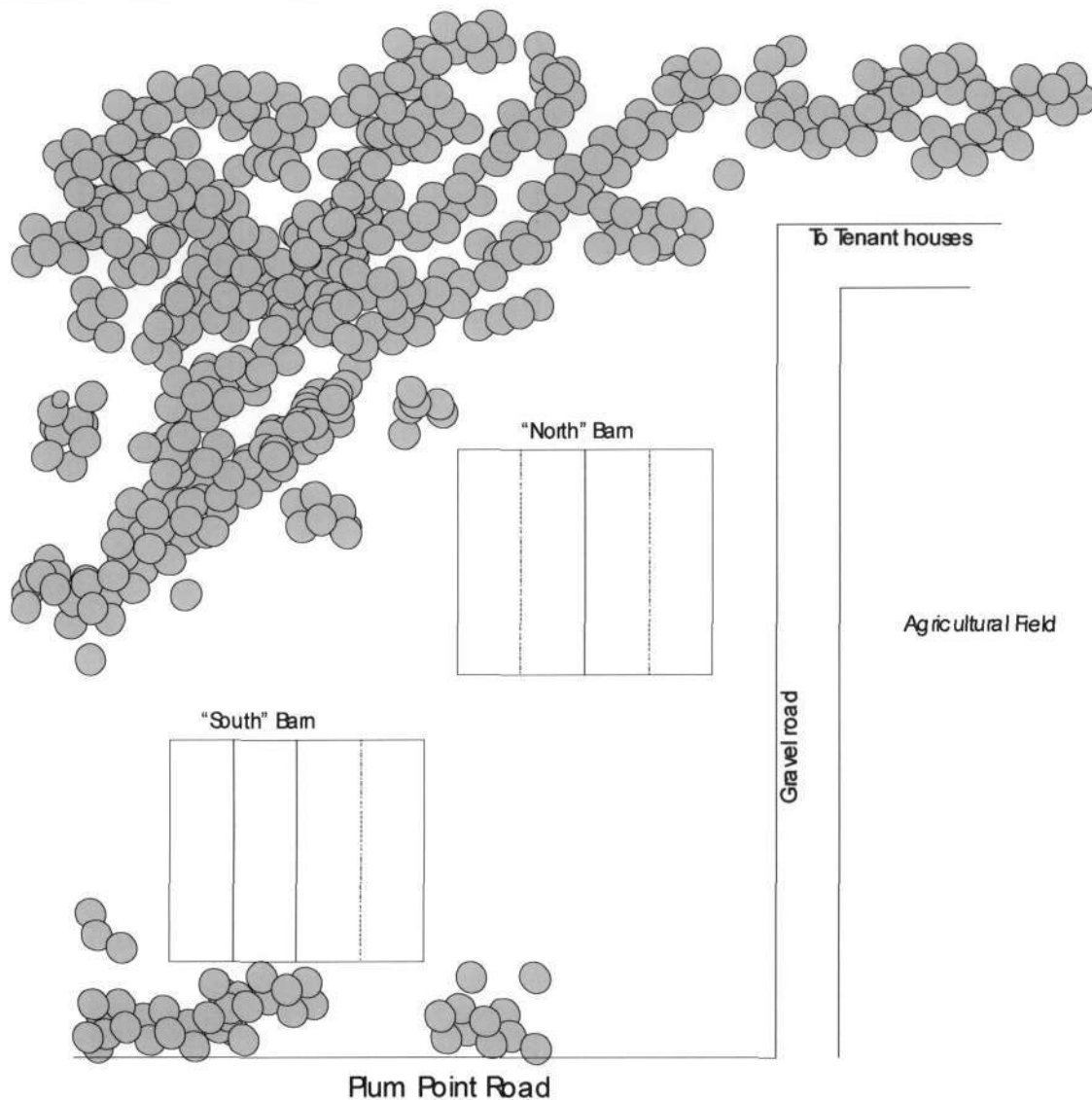
# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CT-1348

Name Carpenter Barns  
Continuation Sheet

Number 9 Page 1



CT1348  
Carpenter Barns  
Huntingtown, Calvert County, MD  
Site Plan  
Not to Scale  
House, 5095 Plum Point Road



# Maryland Historical Trust

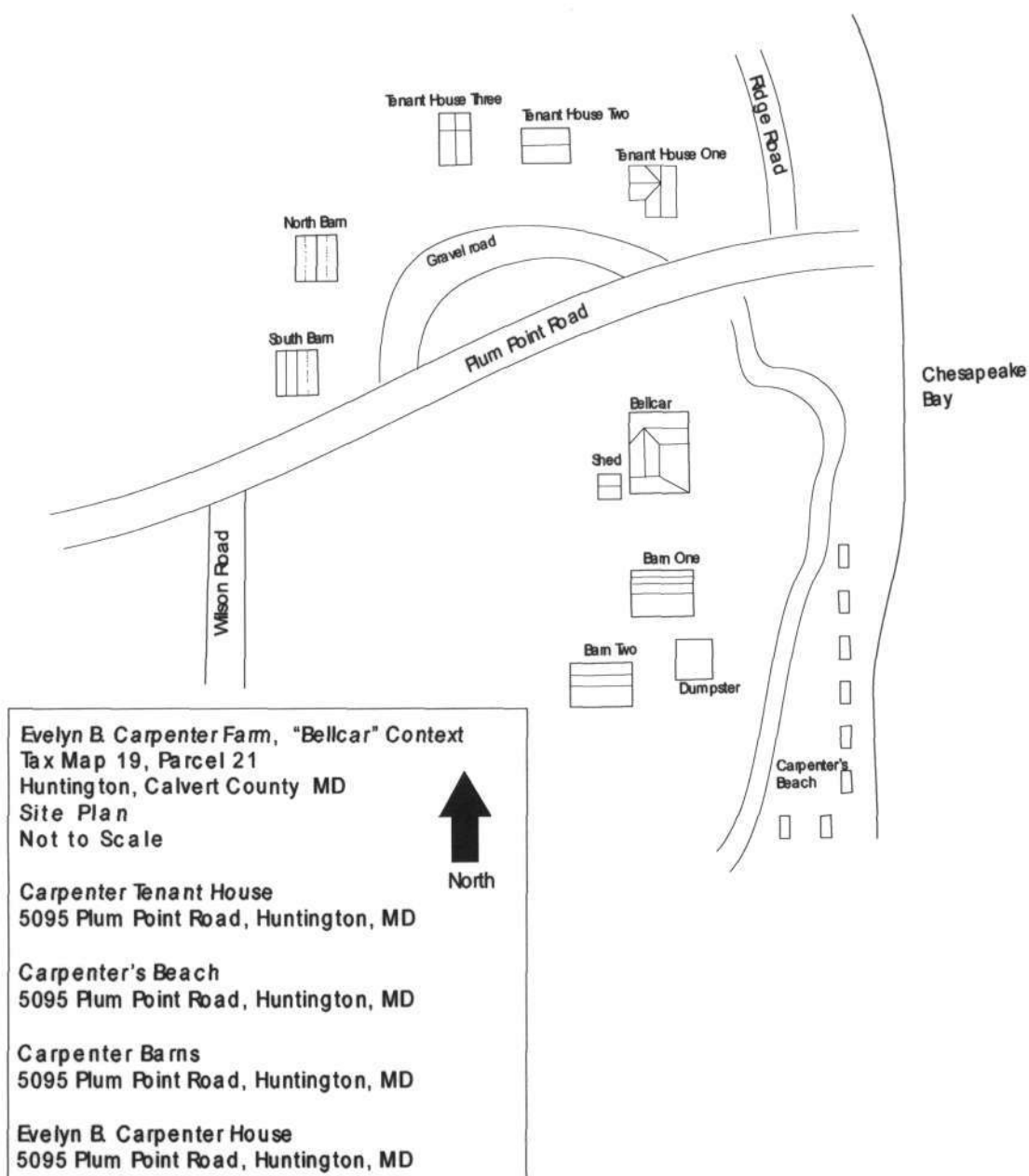
## Maryland Inventory of Historic Properties Form

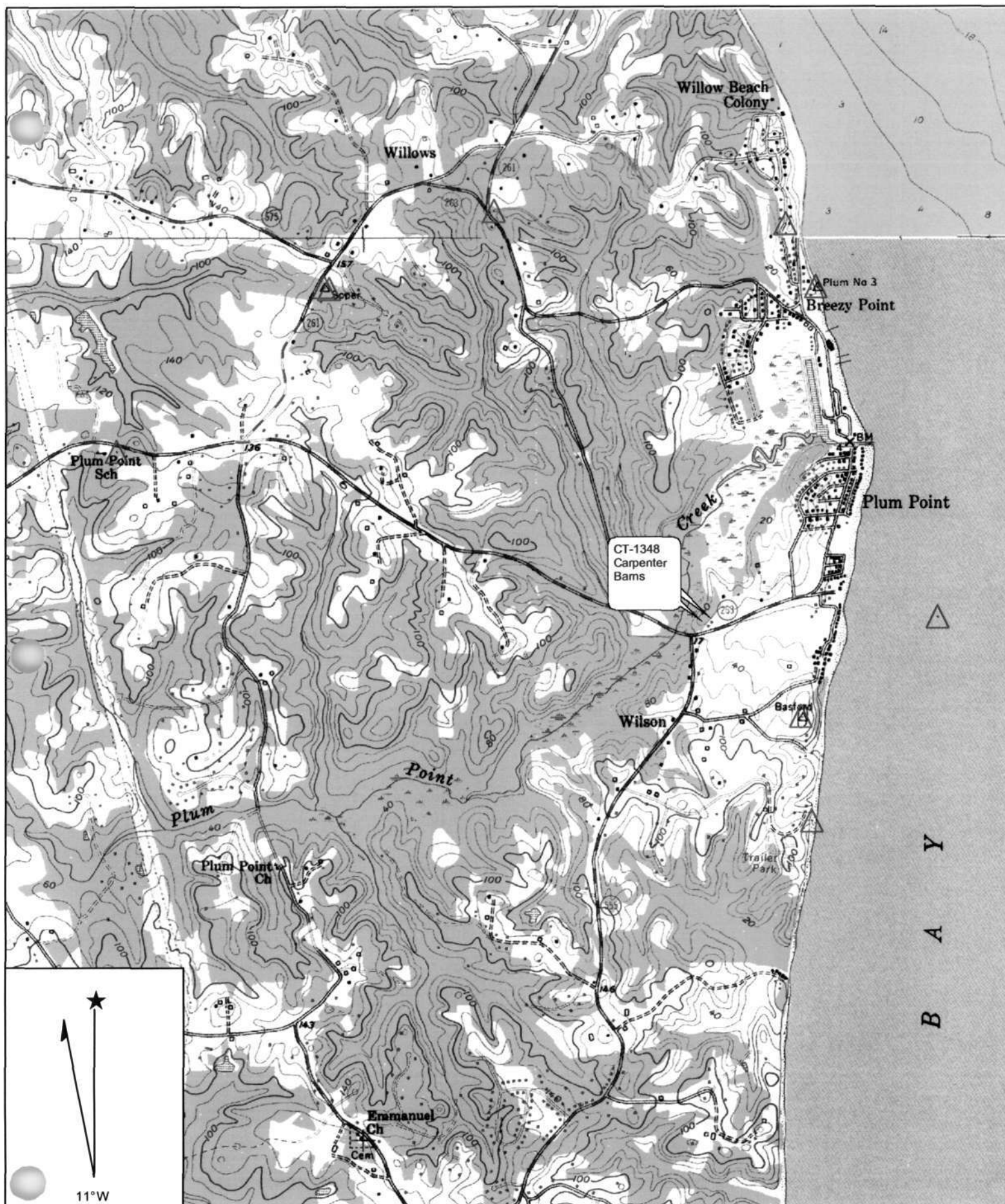
Inventory No. CT-1348

Name Carpenter Barns  
Continuation Sheet

Number 9 Page 2

### Resource Context Map





Name: PRINCE FREDERICK  
 Date: 5/26/2009  
 Scale: 1 inch equals 2000 feet

Location: 038°36'28.79" N 076°31'59.39" W  
 Caption: CT-1348 Carpenter Barns  
 5095 Plum Point Road  
 Huntingtown, MD



CT-1348

Carpenter Barns

Calvert County, MD

Stacy Patterson

2.6.2009

MD SHPD

Carpenter Barn 2 Elevation East

1 of 8





CT-1348

Carpenter Barns

Calvert County, MD

Stacy Patterson

2.6.2009

MD SH20

Carpenter Barn 2 Elevation North

2 of 8



CT-1348

Carpenter Barns

Calvert County, MD

Stacy Patterson

2.6.2009

MD SHPO

Carpenter Barn 2 Elevation West

3 of 8





CT-1348

Carpenter Barns

Calvert County, MD

Stacy Patterson

2.6.2009

MD SHPO

Carpenter Barn 2 Elevation Search

4 of 8



CT-1348

Carpenter Burns

Calvert County, MD

Stacy Patterson

2.6.2009

MD SHPO

Carpenter Barn / Elevation East

5 of 8



CT-1348

Carpenter Barns

Calvert County, MD

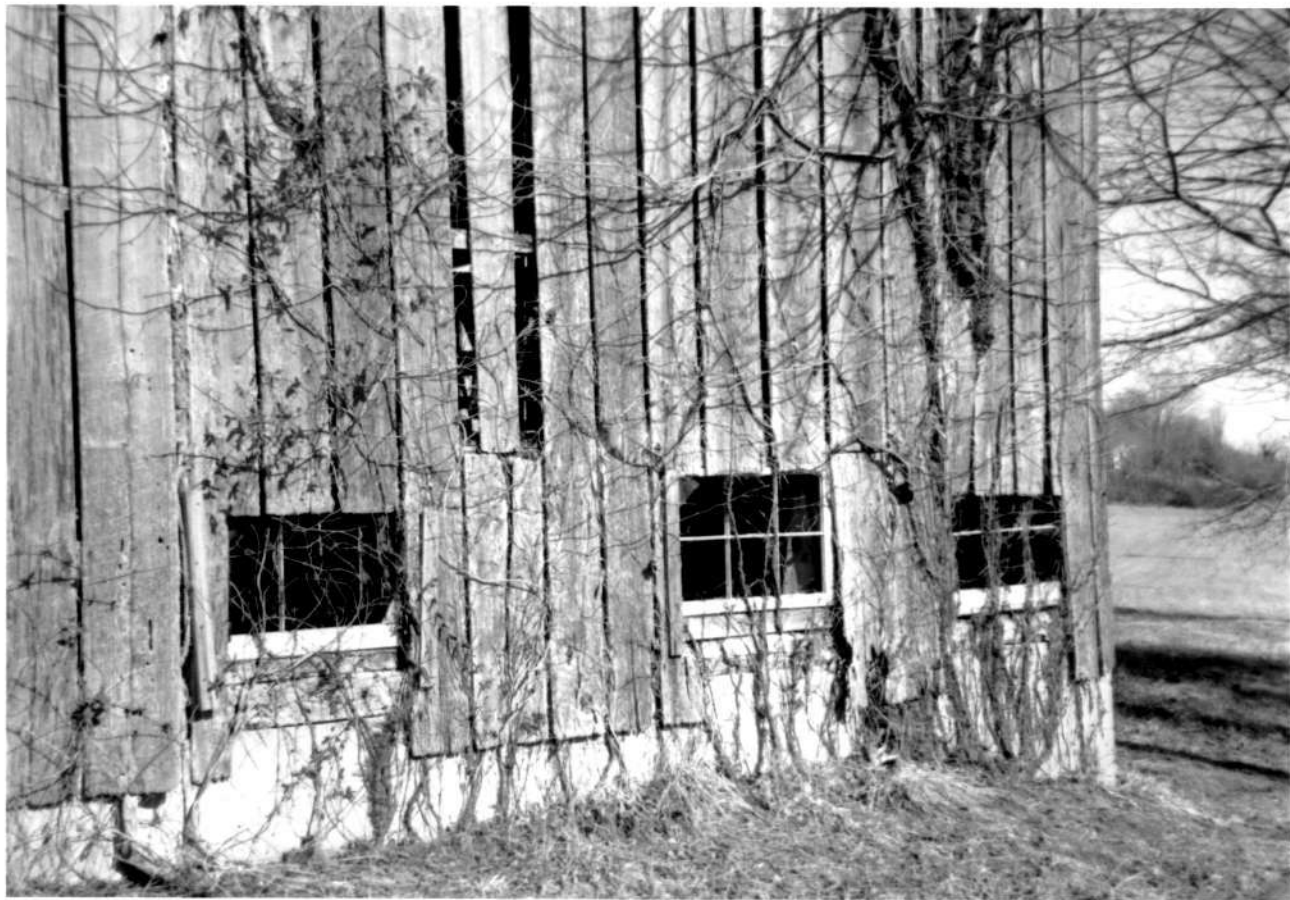
Stacy Patterson

2.6.2009

MD SHPD

Carpenter Barn 1 Elevation North

6 of 8





CT-1348

Carpenter Barns

Culvert Conduits MD

Stacy Patterson

2.6.2009

MD SHPO

Carpenter Barn 1 Elevations Detail South

7 of 8



CT-1348

Carpenter Barns

Calvert County MD

Stacy Patterson

2.6.2009

MD SHPO

Carpenter Barn 1 & 2 Calvert Base

8 of 8

CAPSULE SUMMARY  
CT-1348  
Carpenter Tobacco Barn  
Plum Point Road  
Huntington Vicinity  
Calvert County, Maryland

The Carpenter Tobacco Barn is situated on the north side of Plum Point Road near its intersection with Wilson Road. The Carpenter Tobacco Barn sits to the southwest of a larger tobacco barn which was not inventoried. Both barns are probably associated with a farm house located two-tenths of a mile northeast of the barns. Carpenter Tobacco Barn measures forty-four by twenty-four feet and has one shed along its eastern wall measuring forty-four by fourteen feet. The shed includes a subterranean stripping room in its southeastern corner. The barn has a gambrel roof while the adjoining shed has a catslide roof creating an overall "hybrid" configuration. Based on the barn's materials, roof shape, and integrated subterranean stripping shed, it was likely constructed in the 1920s.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. CT-1348

## 1. Name of Property

historic Carpenter Tobacco Barn

other

## 2. Location

street and number Plum Point Road not for publication

city, town Huntingtown vicinity

county Calvert

## 3. Owner of Property

name Louise Carpenter Rymer

street and number 5105 Plum Point Road telephone (410) 535-1602

city, town Huntingtown state MD zip code 20639

## 4. Location of Legal Description

courthouse, registry of deeds, etc. Calvert County Courthouse liber ABE 232 folio 309

city, town Prince Frederick tax map 19 tax parcel 79 tax ID number

## 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
- ☐ Contributing Resource in Local Historic District
- ☐ Determined Eligible for the National Register/Maryland Register
- ☐ Determined Ineligible for the National Register/Maryland Register
- ☐ Recorded by HABS/HAER
- ☐ Historic Structure Report or Research Report at MHT
- ☐ Other: \_\_\_\_\_

## 6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	1
<input type="checkbox"/> site		<input type="checkbox"/> recreation/culture	
<input type="checkbox"/> object		<input type="checkbox"/> defense	
		<input type="checkbox"/> domestic	
		<input type="checkbox"/> education	
		<input type="checkbox"/> funerary	
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input checked="" type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory

---

## 7. Description

Inventory No. CT-1348

---

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

---

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Carpenter Tobacco Barn is situated on the north side of Plum Point Road near its intersection with Wilson Road. The Carpenter Tobacco Barn sits to the southwest of a larger tobacco barn which was not inventoried. Both barns are probably associated with a farm house located two-tenths of a mile northeast of the barns. Carpenter Tobacco Barn measures forty-four by twenty-four feet and has one shed along its eastern wall measuring forty-four by fourteen feet. The shed includes a subterranean stripping room in its southeastern corner. The barn has a gambrel roof while the adjoining shed has a catslide roof creating an overall "hybrid" configuration. Based on the barn's materials, roof shape, and integrated subterranean stripping shed, it was likely constructed in the 1920s.

Oriented north to south, the barn has a transverse-aisle plan with a large central aisle wide enough to accommodate a motorized vehicle. The barn is divided into five bays each eight feet wide with the exception of a central door bay twelve feet wide. There are eleven rooms within the barn. Doors into the barn are centered on each elevation. Timbers within the barn are circular sawn and joined with machine-cut nails. A concrete block foundation supports the sills on all sides. There are no cross-sills in the barn but a heavy tie beam extends on either side of the central aisle from the west to the east wall. The tie beam is supported by bracing from each doorpost. This elaborately framed aisle is unusual in Calvert County and may be indicative of one particular builder who preferred this method of framing. A hanging-tier system includes a line of posts down the central axis providing a mid-way support for circular-sawn tier poles. The posts are comprised of two six by two inch boards through which three tiers of poles pass supported by sandwiched woodblocks. The hanging tier posts are supported by poured concrete footers. The hanging tier posts terminate at the joists.

The barn is sheathed with vertical board siding. Top-hinged ventilation doors on the west, south and north sides of the barn are on roughly three-and-a-half foot centers. The roof is covered with corrugated metal. Rafters are on four foot centers and rest on a flat false plate. Each rafter is supported by three collars. A windbrace stretches across the barn through the central aisle extending from the base of the doorpost to the middle collar beam where the gambrel roof breaks.

A Period II shed on the barn's eastern elevation is constructed of circular-sawn timbers with nailed joints, much like the barn. The shed's roof intersects the barn's roof at the middle collar beam at the same point the gambrel's roof breaks. A stripping room located in the southeastern corner of the shed is three feet below grade accessed by a set of removable wooden steps. Three small windows light the room on its southern wall. The room has a dirt floor. Five rows of concrete block line the perimeter of the room on which sits a frame partition terminating approximately six feet above the grade of the stripping room. A portable heat source was located in the room's northwest corner.



## 8. Significance

Inventory No. CT-1348

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates

Architect/Builder

Construction dates early 20<sup>th</sup> century

Evaluation for:

☐ National Register

☐ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The Carpenter Barn represents small-scale barn construction in early-twentieth century Calvert County. The barn's unusual aisle framing is possibly indicative of one builder's particular style. A stripping shed incorporated into the shed of the barn is recessed below grade to insulate the room during its use in winter months for stripping activity. According to the findings of the Calvert County Tobacco Barn Survey, gambrel-roofed barns were uncommon in Calvert County before World War II. The years following the Second World War represented the last major tobacco barn building period and therefore gambrel-roofed barns remain in limited quantity. The relative small size of the Carpenter barn in an era of large barn construction (compare to the Four Tobacco Barns on the Middleton Farm SM-770) indicates that it was built to supplement an existing fleet of barns evidenced by at least one other remaining barn on the property.

Information gathered from this barn can also be used to understand larger patterns of tobacco barn construction and curing processes across southern Maryland. Between 2007 and 2008, the Center for Historic Architecture and Design conducted intensive-level documentation across Calvert, Charles and St. Mary's Counties on tobacco barns that represented both common and unique construction between 1750 and 1950. Like the Calvert County Tobacco Barn Survey conducted in 1990, the purpose of this study was to document and record tobacco barns as a highly threatened architectural and agricultural resource. The National Trust for Preservation cited the Southern Maryland Tobacco Barn as one of the eleven most threatened building types in the United States. Information from this study reveals specific patterns of change over time in use and construction of tobacco barns across the southern Maryland region.

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## 9. Major Bibliographical References

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Inventory No. CT-13498

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## 10. Geographical Data

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Acreage of surveyed property \_\_\_\_\_  
Acreage of historical setting \_\_\_\_\_  
Quadrangle name Prince Frederick

Quadrangle scale: 1: 24, 000

---

Verbal boundary description and justification

---

## 11. Form Prepared by

---

name/title	Anna Blinn Cole, Graduate Research Assistant		
organization	Center for Historic Architecture and Design, University of Delaware	date	January, 2009
street & number	307 Allison Hall	telephone	302-831-8097
city or town	Newark	state	DE

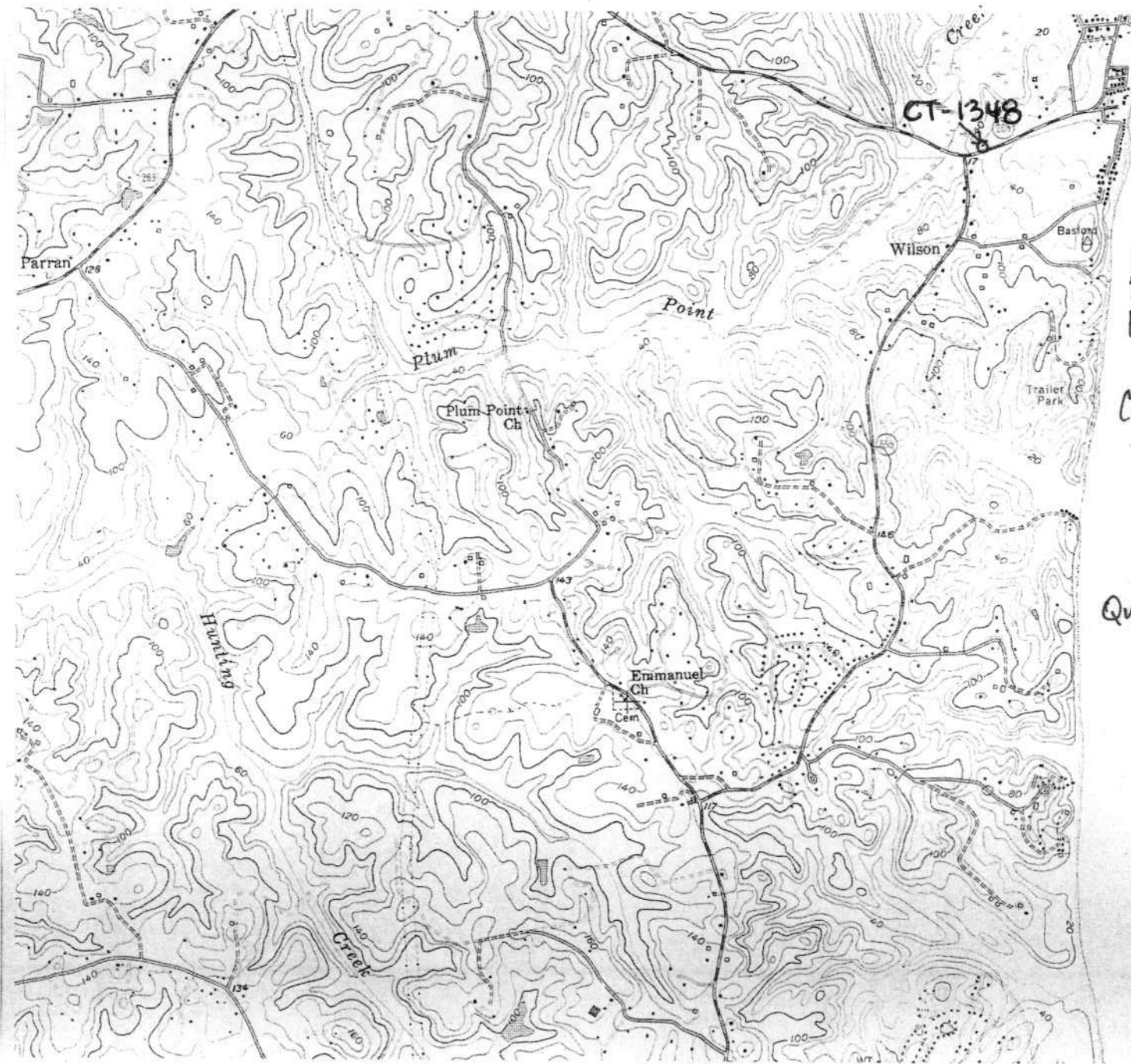
The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

CT-1348  
Carpenter Tobacco Barn  
Plum Point Rd.  
Huntington Vicinity  
Calvert County, Maryland

For additional documentation of this resource see the "Southern Maryland Tobacco  
Barn Project"; call number FRR Mary 21



Carpenter Tobacco  
Barn  
located near:  
5105 Plum Point Rd  
Huntingtown, MD

Y  
Calvert Co.

A

B

Quad:  
Prince Frederick

4274

280  
FEE

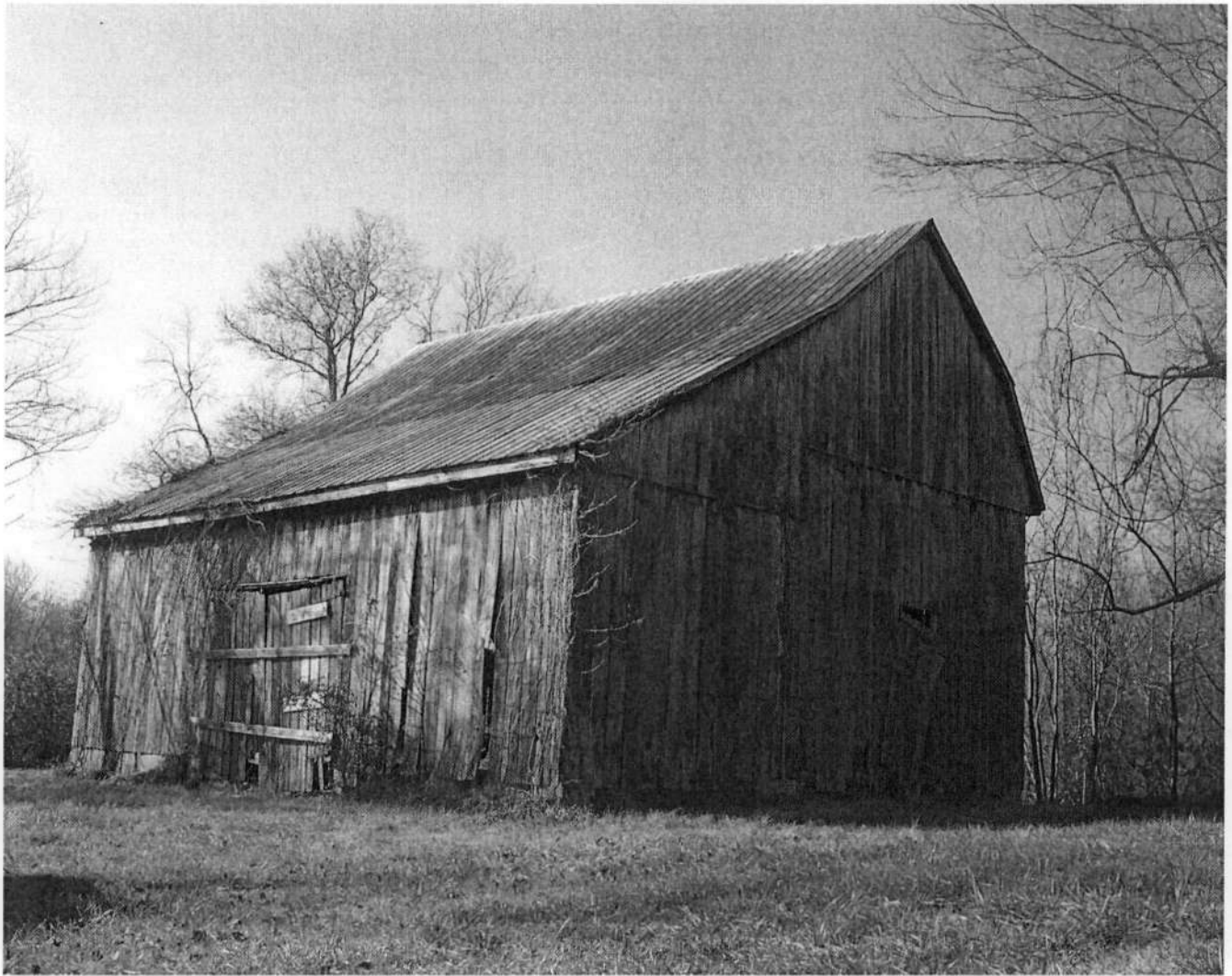
4273

427

31

42

4



1348  
CT-1347, Carpenter Tobacco Barn  
Huntingtown, Calvert County  
Photo by Center for Historic Architecture and Design Staff  
Looking west  
December, 2007



1348  
CT-1347, Carpenter Tobacco Barn  
Huntingtown, Calvert County  
Photo by Center for Historic Architecture and Design Staff  
Looking southwest  
December, 2007